









and English he congratulated all concerned, the Americans, to whose enterprise the road-owning its origin in the Japanese under whose administration it has been completed, and the Imperial Government of Korea, who have accorded it the highest and liberal encouragement. Mr. Hayashi was followed by Pak Chai-soon, the Korean Minister, who had nothing to say and said it very well. This really terminated the ceremony.

This first railroad built in the land of Korea owes its origin to the enterprise of Mr. Morse, of the American Trading Company. It was sold by him to the Japanese and is now in their control. It has been three years in building and is just now reaching completion. It is of standard American gauge, with a gradient of 1 in 100. Its completion cost 1,800,000 has been appropriated by the Japanese Government. It is built on American materials and the passenger coaches are ordinary American coaches. The first, second and third-class passengers are respectively Yen 1.24, 0.66, 0.33; for this passage from Chemulpo to the terminus at No-dol. For the present there will be two trains each way daily.

Railroading is thus fairly inaugurated in Korea. For this and every other kindred enterprise the foreigners have only kindly feelings. Aside from the personal benefit derived, it is evident to every one that only by object lessons on their own soil can the Koreans be brought to know the meaning and utility of the materials of civilized life. This railroad will help them to wake up. It will take them a long time to comprehend what it means, but they will come to it. The Koreans abroad who thus were having their first ride hardly knew whether to be surprised or not. They smoked, chatted looked out of the windows, and said nothing. But to-night in many a Korean *saung* there will be comments passed, of which we cannot ever dream. But probably the two things over which the greatest discussions will prevail will be the defying rumble of the train and the view of coal smoke.—*Nagasaki Press* correspondent.

## NEWS FROM JAPAN.

(From Japan Papers.)

### Experiments in Japan with a Military Balloon.

At the fourth inspection of the army railway corps at Nakano, Tokyo, which was commenced on the 20th inst. and was to be concluded yesterday, some experiments were made with a military balloon under the direction of Major Kitasawa. The results are reported to have been satisfactory. One of the features of the experiment was the trial of an invention of Mr. Yamada, an expert attached to the corps, which enabled the balloon to be handled in a high wind. The balloon was 7 metres high and 15 metres wide. There was some wind blowing at the time, but the balloon rose easily 150 metres.

### Miller's Confession.

Miller has confessed his crime. He says that after killing with a hammer the man who had assaulted him in the bar of the Rising Sun saloon, he dropped the hammer and, sure, laying down the lamp she was carrying, took up the hammer and made for the door. Imagining that she was going to give information, he intercepted her and, seeing her and the maid-servant upstairs, bidding them to go to bed. He then locked the door, and helped himself to whiskey. While he was drinking the two women came down again and tried to get in, but finding the door locked, retired once more upstairs. Presently Miller himself would have gone upstairs, but the maid-servant prevented him, and tried to push him down. He then struck her on the head with a screw-wrench that he had in his hand. The woman fell, and, sure, whom he had no intention of injuring, began to scream, calling him a murderer and crying for the police. He saw that there was nothing for it but to kill her, and he did so with the screw-wrench. He then took off his shirt, wrapped the wrench in it, and putting the bundle under his coat, went in the direction of the Grand Hotel, where he threw the wrench into the creek, and disposed of his shirt in the same way, having first trampled it in the mud. After that he lost consciousness, and when he recovered his senses the day had dawned, and people were beginning to pass to and fro. He therefore hastened to the Hatoba with the hope of escaping in a boat, but the Customs Officials being already at their posts, he had to abandon that idea. Proceeding to Curtis' saloon, he made a change of clothes, his idea being to fly at once, but sleep overcame him, and when he awoke the police had come to arrest him.

### Exhibits for the Paris Exhibition.

Professor Tsuboi, of the Imperial University, has put together the ethnographical exhibit for the French Exhibition. It is said to constitute an excellent object lesson for any one desiring to study the primeval inhabitants of these islands, as well as the pre-historic colonists. The ethnographical exhibit consists entirely of instruments invented by Japanese, or, any rate, so greatly improved by them as to amount to new inventions. There have been 220 big earthquakes in Japan during historic times, and an infinite number of small ones. Seismology has plenty of material to work with, but does not make immense progress.

### The Stranding of the "Yeiyo-Maru."

In the Tokyo Marine Court of Inquiry judgement has been given in the stranding of the N.Y.K. steamer *Yeiyo-Maru*, which took place in the Inland Sea on the night of August 20th, on her way to Kobe from Onomichi. Prior to the stranding, Captain C. A. Andersen was relieved by Mr. W. G. Martin in his watch. The former went into the chart-room and fell asleep. The first officer, Mr. Martin, despite his insufficient knowledge of the coast, was steering the ship according to the order given by the Captain when the stranding occurred. The Court found that both Captain Andersen and the First Officer, Mr. Martin, neglected their duties, and in the case of the former ordered his certificate to be suspended for five months and the Chief Officer's for three months.

### The Introduction of Foreign Capital in Japan.

The *Japan Mail* says—Mr. Kaneko Kentaro has made an interesting statement of his reasons for thinking that foreign capital will not readily come to Japan. "He divides capital into that in the hands of industrialists and traders, and that in the hands of persons merely seeking investments. With regard to the former he sees several objections to the inauguration of great enterprises by foreigners in Japan. In the first place, there is the somewhat unscrupulous ambition of the Japanese. The foreigner knows that if he opens a factory and employs Japanese under a sheltered European or American management, these Japanese so soon as they have acquired knowledge and experience, will step out of the factory and set up a rival business on their own account. In the next place, he has come to the conclusion that Japanese labourers are difficult to manage. They are not really industrious; they are not patient; they do not obey orders with

fidelity, and they are easily induced to combine against their employers. In all these respects there is an impression abroad that the Chinaman is a better worker than the Japanese. In the third place, there is the difficulty of commercial immorality. The average Japanese trader or manufacturer does not value an engagement. A sample has no sanctity in his eyes. A foreign manufacturer, relying upon supplies of material in Japan, might find himself at any moment in a serious dilemma. The industrial capitalist, therefore, is not likely to choose the Japanese field. As for the investing capitalist, his ignorance of Japan is one of the great difficulties. He actually knows more about China, for China, being a much larger field, has attracted his attention, and besides he can find in China investments secured by the State, whereas such things do not exist in Japan outside the region of public loan bonds. Altogether Mr. Kaneko is very pessimistic. He thinks that even though the privilege of engaging in mining enterprise be extended to foreigners, they will make little use of it.

### Foreign Concession Taxes.

YOKOHAMA FRENCH CONSUL GIVES DECIDED OPINION AGAINST THEM.

Mr. L. Retard, French Consul, at Yokohama having been appealed to on the subject by one of his nationals has written a letter dealing with the question of the right of the Japanese Government to levy municipal and provincial taxes on the houses of the foreign concession. The *Japan Herald* publishes a translation. The letter, after citing the basis of the writer's opinions, concludes—

Under these conditions, it appears to me indisputable that the perpetual lease, and the ground rent which it involves, apply not to the bare ground, but rather to ground built upon, and it is under this title that French concessions ought to be exempted from all additional taxes, whatever by virtue of our treaty of the 4th August, 1866.

In the next place, it should also be admitted that by the terms of Article XI of the memorandum of the 10th December, 1864, municipal taxes have been provided for through the abandonment, which, in view of the higher rent of perpetual leases, the Japanese Government has made, to the Municipal Council, of 20 per cent. of the ground rent for the work of necessary improvement, and which the actual municipality ought to inherit, for I have not found, in my archives, a trace of any other subsequent diplomatic act, referring to that abandonment.

For all these reasons, and for others of the same kind, which it is not necessary to detail at greater length, but which I explained to our Legation, and to the Ministry of Foreign Affairs at Paris, I consider that the local authorities have no right to levy, on the houses of the foreign concession, the municipal and provincial taxes, which they are now trying to collect.

I am, besides, firmly persuaded and convinced that after an impartial study of the question, the Japanese Government, with the aid of the French Legation, will be able to manage the transition between the old and new regime, will not hesitate to admit the good grounds of the claims which the French are able to bring to bear on this subject.

### Farewell to Mr. & Mrs. A. C. Reed.

LONG-TIME RESIDENTS.

The amateur theatrical entertainment at the Public Hall last night was an occasion of mingled pleasure and regret—pleasure in that the performance was most clever and enjoyable, and served to show that the community has at least two recruits of considerable histrionic ability, and regret because it was the last appearance on the boards they have so worthily adorned of Mr. and Mrs. A. C. Reed, who have done so much during the past many years to amuse and charm the theatre-lovers of Yokohama. As might have been anticipated, the Public Hall was filled to overflowing, and the audience was as enthusiastic as it was numerous. The alterations which have been carried on during the last few weeks allow of a considerable addition to the seating accommodation, but even with this there was little room to spare. The Public Hall, by the way, has been greatly improved by the work that has been undertaken, although the Directors have not considered it advisable to embark on any radical scheme of alteration. The chief feature is the provision of a gallery, which will seat from 100 to 120 people. It is placed at a considerable height from the floor, and does not in any way interfere with the view of those sitting in the body of the hall. By an ingenious arrangement there are no pillars supporting the gallery from the floor; it rests partly on the wall of the main building, and is sustained also by iron supports attached to the roof. Some attempt has been made by the construction of a new auditorium to improve the acoustic qualities of the hall, and though they are still but enough, we fancy some success has been achieved. The walls are effectively though simply decorated.

At the close of the performance, Mr. F. J. Lowder, in the name of the subscribers, presented Mr. and Mrs. Reed with a handsome silver punch bowl and seven goblets and an album with the names of the subscribers.

Mr. Reed, in returning thanks, said it would be impossible for him in any poor halting words of his to express how deeply he and Mrs. Reed were touched by the kindness shown them that evening, and which they felt they so little deserved. It was true that some twenty years nearly had elapsed since he (Mr. Reed) first made his bow before the Yokohama public in the little Gaiety Theatre in Water Street, and his wife had been on the stage in Yokohama for nearly half that time. But whatever they had done had been a labour of love, and it was a great satisfaction to them to know that what efforts they had made for the amusement of the community had been appreciated, and indeed much more than that, they had been ever successful had been achieved. What had been due in great measure to the kind and able assistance of various ladies and gentlemen who had assisted them. In this connection he should like to mention two names, and those were those of Mrs. Rice and Mr. Bayne, to whose kindly aid and example on the stage they were indebted in great measure for such knowledge of stage craft as they possessed. After such a lengthened residence in Japan it was of course, painful in many ways to leave, but they might believe him that the sorrow of parting had been greatly softened by the kind words Mrs. Reed and he had heard that with such capable artists as Mrs. Williams, Mr. Sharp, Mr. Davis, and Mr. Brady the prospects of the Yokohama stage were very well assured in the future. Mrs. Reed and himself had had many hard parts to play both on and off the stage during their life in Japan, but one of the hardest they had ever to study and perform in their lives was to realise that this was their farewell performance, and that they were bidding the community farewell.—(By-players.)

### TELEGRAMS.

(From Japanese Papers.)

### China's Concessions to Italy.

PEKING, September 23rd. China has arranged to concede to Italy the right of working the gold mines in the province

of Kiangsi. Neither Italy nor China attaches much importance to the inclusion of a course of the Italian language in the curriculum of the University. As Italy does not seem disposed to make any further demand, the negotiations will shortly be brought to a conclusion.

### Another Proposed Brewery.

TOKYO, September 22nd. An American has under contemplation a scheme to establish a large beer brewing company in Miyagi Prefecture with a capital of ¥3,000,000. The quality of the ground and of the water at the proposed site of the factory is now being investigated.

### The Failure of the Alleged Secret Mission.

PEKING, September 23rd. Mr. Liu and other Chinese Commissioners, who recently returned to China from Japan, have been notified by the authorities that they need not go up to Peking.

### The Ginseng Trade.

TOKYO, September 24th. Indespatching the troops to Haichong to guard against the smuggling of *ginseng* by foreigners, the Korean Emperor has informally instructed the soldiers not to use force in checking the smuggling, but to take a moderate course as far as possible.

### The Japanese Minister to St. Petersburg.

TOKYO, September 24th. Baron Hayashi, the Minister to St. Petersburg, who is now on his way home, was to leave London on the 15th inst. by the *Hakata-maru*.

### Death of Count Oki.

TOKYO, September 26th. Count Oki, who has been ailing for some time, died at 1.45 this morning. The deceased was a *shinshi* of the Saga clan, and rendered distinguished services at the Restoration. In recognition of his meritorious services to the State he was created a Count.

### Naval Promotion.

TOKYO, September 26th. H.I.H. Prince Arisugawa, who is a Rear-Admiral in the Navy, has been promoted to the rank of Vice-Admiral.

### The "Tatsuta" at Amoy.

TOKYO, September 25th. A telegram has reached the Government, stating that the gunboat *Tatsuta*, which left Shanghai for Amoy the other day, arrived at the latter port on 23rd inst.

### Departure of a Filipino Leader.

TOKYO, September 25th. Mr. Ponce, a Filipino leader who has been staying at Yokohama for some time, leaves for Hongkong on the 27th inst., and his friends in Tokyo gave him a farewell dinner yesterday.

### Raw Silk Market at New York.

TOKYO, September 25th. A telegram from the New York branch of the Yokohama Kito Gomei Kaisha (Raw Silk Company) announces that the market is dull, little business being done. There is no change in quotations.

### The Miller Murder Case.

CONFESION IN COURT. YOKOHAMA, September 26th. Robert Miller, at the hearing of his appeal against the sentence of death passed on him by the Lower Court, has confessed his crime in open Court.

### The Fire on the "America Maru."

CAPTAIN'S AND ENGINEER'S CERTIFICATES SUSPENDED. YOKOHAMA, September 26th. The certificate of the Captain of the *America Maru* has been suspended by the Tokyo Marine Court for three months, and the chief engineer has been censured. Both have appealed.

### The Captain Appeals.

TOKYO, September 27th. The Captain and Chief Engineer of the *America Maru*, who notified their intention to appeal against the decision of the Tokyo Local Marine Court, appointed Mr. Kishi, lawyer, their attorney to manage everything concerning the case, and left Yokohama for San Francisco in the *America Maru* at 10 a.m. to-day as arranged. Mr. Asari, the Second Officer, and Mr. Ikegami, the Third Officer, who disagreed with the Captain, have left the steamer, their places being taken by Messrs. Yamamoto and Saramata, formerly Second and Third Officers of the *Nippon Maru*.

As to compensation for the cargo damaged, it has been arranged that the matter shall be settled upon consultation between the insurance companies and the Toyo Kisen Kaisha, upon the decision of a judicial court on the action brought by the shippers.

### The British Government and President Steyn.

ENGLAND'S PROPOSALS TO BE FINALLY FORMULATED. LONDON, September 24th. It is believed that it has been decided to protest against the accusation of bad faith made in the Raad against Mr. Greene (the British Agent in the Transvaal) by President Steyn. The British Government intends now to proceed to formulate a definite statement of its own proposals with regard to the Transvaal, and these will be finally decided at the meeting of the Cabinet Council next Friday. Meanwhile further inquiry is to be made regarding the attitude of President Steyn of the Orange Free State.

### The Amoy Riot.

PEKING, September 26th. Mr. Yano, the Japanese Minister, has begun negotiations for the redress of the damage suffered by the Japanese in the Amoy affair. It is believed the Chinese Government has accepted the Japanese demands.

### Gold Currency for Siam.

THE SIAM LEGISLATIVE COUNCIL AND THE CURRENCY BILL. TOKYO, September 27th. The Siamese Government has decided to adopt the gold standard, and it is believed the alteration will be carried into effect as soon as the *Indian Currency Bill* is passed.

A telegram has reached Tokyo, stating that the Indian Currency Committee has adopted the proposal by which a gold standard is virtually adopted, and the Legislative Council has approved the Coinage Bill. It is stated that the Japanese Government is ready to give all possible assistance to the Siamese Government in its conversion from a silver to a gold currency.

### An Officer Accidentally Killed.

AMORI, September 26th. Captain Kawanishi, attached to the 8th Regiment of the Field Artillery, has been killed by a bullet in the course of target practice.

### Foundering of a Steamer in the Inland Sea.

MATSUYAMA, September 27th. At 9 p.m. yesterday, the No. 1 *Mishomaru*, a small steamer, struck a sunken reef and foundered off Mishomura, Minami, Uwa district, Inland Sea. Twenty-three people are missing.

### The Glasgow Exhibition.

TOKYO, September 27th. The Japanese Government, having received an invitation to participate in the International Exhibition to be held at Glasgow in 1901, a council of the high officials in the Agricultural and Commercial Department is to be held on the 1st proximo to consider whether Japan should participate or not.

### SHIPPING REPORTS.

Captain Mackay, of the steamship *Propontis*, from Saigon, reports:—Moderate winds from Cape St. James to Padang; from Padang to port strong winds from N.N.W. to N.E.; mountainous seas.

### NOTANDA.

#### CALENDAR.

OCTOBER. Meteorological means based on fifteen years' observations to 1898.

Barometer ..... 29.982  
Thermometer ..... 76.2  
Humidity ..... 71  
Rainfall ..... 5.794

TO-DAY.  
On date at 10 a.m. On date at 4 p.m.  
Barometer ..... 29.953 29.988  
Temperature ..... 81 78  
Humidity ..... 48 67  
Rainfall ..... 67

TO-DAY.  
Friday, 6th October, 1899.

Chinese—2nd of 9th moon of 25th year of Kwang-si.  
Sun—Rises ..... 5hr. 55min.  
Sets ..... 5hr. 43min.  
High water—Morning ..... 9hr. 38min.  
Afternoon ..... 9hr. 15min.  
Low water—Morning ..... 3hr. 13min.  
Afternoon ..... 3hr. 29min.

ANNIVERSARIES.  
1593—A Spanish fleet left Cavite to capture the Moluccas.

1848—Insurrection in Vienna; flight of the Emperor.

1866—French expedition left Chefoo for Korea.

1887—Arrival in Hongkong of Governor Sir William Des Vaux, K.C.M.G.

1896—Guacquil, Ecuador, nearly destroyed by fire.

1898—Public Prosecutor reports in favour of a revision of the Dreyfus Case.

TO-MORROW.  
Saturday, 7th October, 1899.

Chinese—3rd of 9th moon of 25th year of Kwang-si.  
Sun—Rises ..... 5hr. 55min.  
Sets ..... 5hr. 43min.  
High water—Morning ..... 10hr. 18min.  
Afternoon ..... 9hr. 47min.  
Low water—Morning ..... 3hr. 13min.  
Afternoon ..... 3hr. 47min.

ANNIVERSARIES.  
1531—Battle of Lepanto.

1840—Abdication of the King of Holland.

1865—Negro outbreak in Jamaica.

1869—H.R.H. Prince Alfred visited Peking, but was not received by the Emperor.

1870—Battle before Metz.

1878—Public meeting at Hongkong to consider the increase of crime in the Colony.

1887—Loss of British ship *Monarch* off Mindore.

1891—Charles S. Parnell died.

1892—Death of Tong King-sing at Tientsin.

1897—Miss McIntosh thanked by the Indian Government for her plague services.

1898—Great strike in Paris.

### SHIPPING AND MAIL NEWS.

MAILS DUE.  
French (Sydney) 8th inst.  
American (Nippon Maru) 10th inst.  
German (Sachsen) 10th inst.  
Australian (Chungking) 13th inst.  
American (Coptic) 26th inst.

The Austrian Lloyd's S. N. Co.'s steamer *Maria Valerie* left Mori for this port to-day.

The steamer *Sanki Maru* (Europe Line) left Singapore for this port to-day and is expected to arrive here on the 11th October.

The steamer *Mika Maru* (Bombay Line) left Bombay via ports, for this port on the 4th inst., and is expected to arrive here on the 23rd inst.

The Imperial German mail steamer *Sachsen* left Shanghai via Foochow on the 5th inst. (Friday) a.m. and may be expected here on or about Tuesday the 10th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan*, arrived at Kobe at 6 p.m. on Wednesday, the 4th inst., and left on Thursday, the 5th, at 5 a.m. for Yokohama, where she is due to arrive at 5 a.m. to-day, Friday, the 6th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

*Isla de Cuba* ..... at Kowloon Dock.  
*Isla de Luzon* ..... " "  
*H.M.S. Bonaventure* ..... " "  
*Fulio* ..... " "  
*Kiungshuk* ..... " "  
*Stella* ..... " "  
*Suevia* ..... " "  
*Distina* ..... " "  
*Fransang* ..... " "  
*Tamsui Maru* ..... " "  
*Anara* ..... " "  
*Liberal* ..... " "  
*Dr. Juan d' Austria* ..... Cosmopolitan  
*Doric* ..... " "

PASSED THE CANAL.  
Outward—15th September—*Sanki Maru*, *Siberia*, *Spithead*, 16th September—*Lady Lucy*, 22nd September—*Malacca*, 26th September—*Dayara*, *Engrisa*, *Adria*, *Anan*, *Banberg*, *Voronez*, 29th September—*Anan*, 3rd October—*Indravalli*, *Ision*, *Kintuck*, *Vindobona*, *Hakata Maru*.  
Homeward—29th September—*Indralem*, 3rd October—*Ghazee Mehlans*, *Hitachi Maru*.

### Shipping.

#### Arrivals.

SALAZAR, French steamer, 2,688, Allegre, 5th Oct., Shanghai 3rd Oct., Mails and General—Messageries Maritimes.  
PROFONTS, British str., 1,390, W. MacKay, 5th Oct., Saigon 30th Sept., Rice—Heming Seng Steamship Co.  
SULLBERG, German steamer, 782, Meyer, 5th Oct., Canton 5th Oct., General—Stienssen & Co.  
HANOI, French steamer, 738, Pannier, 6th Oct., Haiphong 3rd Oct., and Hoihow 5th, General—A. R. Marty.  
MALAYA, Danish steamer, 2,676, N. Prahl, 6th Oct., Vladivostok via Mororan 27th Sept., Ballast—Melchers & Co.  
KINSITU MARU, Japanese steamer, 2,459, W. Brady, 6th Oct., Shimoneseki 2nd Oct., General—Nippon Yusen Kaisha.  
DIAMANTE, British steamer, 1,254, G. A. Taylor, 6th Oct., Manila 3rd Oct., General—Shewan, Tomes & Co.  
SUNGKIANG, British steamer, 1,021, S. W. Moore, 6th Oct., Manila 3rd Oct., General—Butterfield & Swire.  
TAMSAI MARU, Japanese steamer, 1,075, S. Nagatz, 6th Oct., Amoy and Swatow 5th Oct., General—Mitsui Bussan Kaisha.

#### Clearances at the Harbour Office.

Kaiser, British str., for Shanghai.  
Sullberg, German str., for Chefoo.  
Sado Maru, Japanese str., for Singapore.  
Kagayama, British str., for Canton.  
Barker, British str., for Nagasaki.  
Hupph, British str., for Amoy.  
Malaya, Danish str., for Bangkok.  
Wicklow, British str., for Wuchow.  
Wyfield, British str., for San Francisco.

#### Departures.

Oct. 6, *Sarpedon*, British str., for Singapore.  
Oct. 6, *Clio*, British str., for Amoy.  
Oct. 6, *Loyal*, German str., for Hongkong.  
Oct. 6, *Triumph*, German str., for Hoihow.  
Oct. 6, *Quadoria*, Belgian str., for Hongkong.  
Oct. 6, *Albatross*, French str., for Hoihow.  
Oct. 6, *Albatross*, British str., for Shanghai.  
Oct. 6, *Albatross*, French str., for Pakhoi.  
Oct. 6, *Independence*, German str., for Kobe.  
Oct. 6, *Sullberg*, German str., for Chefoo.  
Oct. 6, *Sado Maru*, Japanese str., for Penang.  
Oct. 6, *Hupph*, British str., for Amoy.

#### Passengers—Arrived.

Per *Propontis*, from Saigon—61 Chinese.  
Per *Kinsitu Maru*, from Shimoneseki—33 Chinese.  
Per *Diamond*, from Manila—Messrs. W. E. Schiele, P. Derongier, Serats, Glassbrook, Murison, Mr. Henry Flurey, Lt. L. H. Everhart, Dr. Franklin, Dr. Apple, Mr. and Mrs. James Lee, Mrs. S. da Gold, Mr. Bablo Schmidt, Mr. and Mrs. James, Mr. and Mrs. Hill, Messrs. K. Otsuka, E. Stoen, Jacob Mafaly, Joseph Rothman, and 99 Chinese.  
Per *Salazar*, for Hongkong from Yokohama—Mr. and Mrs. Seaton, Messrs. Julien, Harra, Ponce, Hadley, Trohe and Stapleton. From Shanghai—Mr. and Mrs. Cunningham and child, Messrs. J. Thomas, Kinnean, Kahn, Fraser, Mrs. Joseph and child, Mr. and Mrs. Cuiosson, Messrs. Kars Horemis and Bernard. From Yokohama via Woussing for Singapore—Mr. Shibuya, Mrs. Kagashi, Mrs. Takasahi, Mrs. Stankoff, and 1 Japanese. For Marseilles—Messrs. Derongier and Tanimoto. From Shanghai—Miss Boisnard, Mr. and Mrs. Sonhardt, Messrs. Zontkitch, Pini, Saglaise, Abens and Pohard. For Port Said—Mr. Ben-zakin.

#### STEAMERS EXPECTED.

Names.	From.	Due.
Shanghai	Singapore	To-morrow
Kinsitu Maru	Mori	To-morrow
Sydney	Singapore	Oct. 8th
Sachsen	Foochow	Oct. 10th
Nippon Maru	Japan	Oct. 10th
Pekin	Singapore	Oct. 11th

We would direct the attention of shipping firms to the style in which "Steamers Expected" is now published in these columns, and in so doing respectfully request the managers of shipping firms to give orders to the clerks to furnish this office with the forms already supplied gratis with the latest available information every day.

#### PROJECTED SAILINGS.

Ship.	Destination.	Date.
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Abergeldie	Portland, &c.	Nov. 11th
Algoa	San Francisco, &c.	Nov. 21st
America Maru	San Francisco, &c.	Nov. 14th
Andalusia	Havre, &c.	Nov. 15th
Argyll	New York, &c.	Qk. desp.
Bamberg	Havre, &c.	Nov. 30th
Bayer	Straits, &c.	



## Entimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU W. Townsend	Kobe and YOKOHAMA	THURSDAY, 12th October, at Noon.
KINSHU MARU W. Brady	VICTORIA, B.C. and SEATTLE, U.S.A. via Kobe & YOKOHAMA.	THURSDAY, 19th October, at 4 P.M.
TAMBA MARU J. W. Wale	MARSEILLES, LONDON & ANT- WERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 21st October, at Noon.
KASUGA MARU E. W. Haswell	NAGASAKI, KOBE and YOKO- HAMA	SATURDAY, 21st October, at 4 P.M.
HAUAI MARU W. Nishimura	VLADIVOSTOK, via SWATOW, AMOI, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI	THURSDAY, 26th October, at Noon.
YAWATA MARU A. E. Moses	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th October, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Manager.

Hongkong, 2nd October, 1899.

## "CLAYMORE."

## FINE OLD SCOTCH WHISKY.

SOLE AGENTS:  
THE VICTORIA DISPENSARY,  
HONGKONG.

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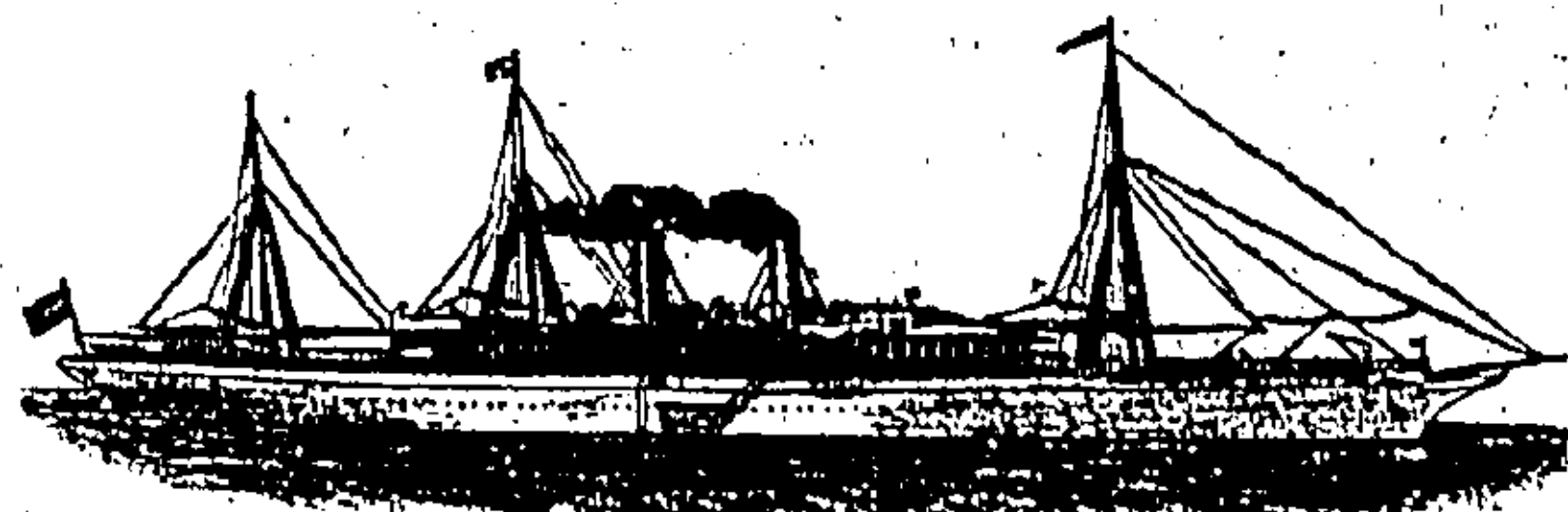
ACHEE &amp; CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

## Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

1899.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Hooks, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Pender's Street. [3]

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Saturday, 9th Dec., at Noon.

THE Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 8th September, 1899. [1310]

## SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A.L.I. American Ship

"ST. MARK," Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to  
ARNHOLD, KARBURG & CO.  
Hongkong, 20th September, 1899. [11984]

## FOR NEW YORK.

THE 3/3 A.L.I. American Ship

"CHALLENGER," Gould, Master, is now ready to load here for the above port, and will have quick despatch.

For Freight, apply to  
ARNHOLD, KARBURG & CO.  
Hongkong, 12th September, 1899. [17743]

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

City of Dublin... 3,328 | J. R. Kae... | Oct. 14.

Broomfield... 3,367 | R. Peebles... | Oct. 28.

Queen Adelaide... 2,832 | F. McNair... | Nov. 18.

Saint Francis... 3,877 | W. Atter... | Dec. 9.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire... 2,874 | W. A. Evans | Oct. 7.

Aberdeen... 3,777 | J. Murray... | Nov. 11.

Monmouthshire... 2,874 | W. A. Evans | Dec. 23.

Aberdeen... 3,777 | J. Murray... | Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.  
Rates of Passage to other Points on application. Special rates allowed to members of Government Service.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.  
Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.  
For further information apply to  
DODWELL & CO., LIMITED.  
General Agents.  
Hongkong, 18th September, 1899. [4]



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for DAVATIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

## THE Steamship

"COROMANDEL," Captain F. W. Vibert, R.N.R. carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &amp;c., on SATURDAY, the 14th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed by Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 30th September, 1899. [5]

## CARBOLINEUM-AVENARIUS USED FOR OVER 20 YEARS.

With the Utmost Success.  
Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,  
LUTGENS, EINSTAMANN & Co.  
Hongkong, 11th September, 1899. [19]

## Mails.

## NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS—NORTH AND SOUTH AMERICAN PORTS.)

## HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SAVOIA	HAVRE and HAMBURG.	12th October.
*Jager	(LONDON with transshipment in HAMBURG)	Passage.
*HEIDELBERG	HAVRE and HAMBURG.	About 5th November.
Schneider	(LONDON with transshipment in HAMBURG)	Passage.
ANDALUSIA	HAVRE and HAMBURG.	About 15th November.
Schönfeldt	(LONDON with transshipment in HAMBURG)	Passage.
*SIBIRIA	HAVRE and HAMBURG.	About 20th November.
Hildebrandt	(LONDON with transshipment in HAMBURG)	Passage.
BAMBERG	HAVRE and HAMBURG.	About 30th November.
Mayer	(LONDON with transshipment in HAMBURG)	Passage.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

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CARLOWITZ &amp; Co., Agents.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Thyra... 3,496 | about | Oct. 15

Belgian King... 3,379 | about | Oct. 31

Carmarthenshire... 2,929 | about | Nov. 15

Carlisle City... 3,002 | about | Dec. 15

THE Steamship "THYRA," will be despatched for SAN DIEGO VIA AMOI, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY the 15th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.  
Hongkong, 22nd September, 1899. [1110]

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

\*ONSANG (via Naga- saki, Kobe &amp; Yokohama) Wednesday, 25th Oct., at Noon.

\*ALGOA (via Moji, Kobe, Yokohama &amp; Honolulu) Tuesday, 21st Nov., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Dec., at Noon.

(\* Taking Cargo only.)

THE Chartered Steamship "ONSANG," will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 5th October, 1899.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Tuesday, 10th October, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Saturday, 4th Nov., at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Thursday, 30th Nov., at Noon.

THE Company's Steamship "DORIC," will be despatched for SAN FRANCISCO, via AMOI, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 10th October, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained on application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 10th September, 1899. [12]

## NORDEUTSCHER LLOYD.

NOTICE

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BRISBANE, HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW-YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BRISBANE, HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen... Wednesday | 11th Oct.

Bayer... Wednesday | 18th Nov.

König Albert... Wednesday | 13th Dec.

Prinz Heinrich... Wednesday | 27th Dec.

Präsident... Wednesday | 10th Jan.

Kaiser Wilhelm... Wednesday | 24th Jan.

Sachsen... Wednesday | 27th Feb.

Bayer... Wednesday | 27th Mar.

ON WEDNESDAY, the 11th day of Oct. 1899, at 4 P.M., the Company's Steamship "SACHSEN," Captain F. Mentz, with PASSENGERS, SPECIE, and CARGO, will leave this Port above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 9th October. Cargo and Specie will be received on board until 5 P.M. on THURSDAY, the 10th October, and Parcels will be received at the Agency Office until NOON on THURSDAY, the 10th October. Consular Invoices are required. No Parcel Packages will be signed for less than 32.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess. Linen can be washed on board. For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 23rd September, 1899. [1205]

**SOCIÉTÉ ANONYME DE TRAVAUX DYLE ET BACALAN**  
Capital: £ 300,000  
Head Office: 45, Avenue Maignon, Paris

WORKS IN EUROPE:  
at Bordeaux (BACALAN), France  
at Louvain (DYLE), Belgium

Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, Wheels and Axles combined, Permanent Bridges for Railways, Permanent and portable (demountable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dredgers.

CONTRACTORS FOR Constructing and Working Railways and Tramways

M. Oppenheimer & Co., Paris.

## BUILD UP THE BODY.

Influences are constantly at work to undermine health. When you lose flesh, take cold easily, become pale and weak, you need building up, so there will be no danger of taking disease.

## Scott's Emulsion

contains all the essential elements that give strength and vitality to a system. It increases the appetite for other food, enriches and warms the blood, assists in making healthy flesh, relieves inflammation of Throat and Lungs, and overcomes all emaciated, weak tendencies. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS &amp; Co., Hongkong.

WORTH A GUINEA A BOX.

WANTED.



## NEWS FROM THE NORTH.

(From Shanghai Papers.)

## SHANGHAI SUPREME COURT.

## An Illegal Bill of Sale.

## JUDGMENT.

SHANGHAI, 2nd October, 1899.

His Lordship said: In this suit I have to decide as to the validity of a Bill of Sale dated 4th July 1899, granted by H. D. Patch, since deceased, in favour of A. M. A. Evans. This bill of sale purports to be an absolute conveyance of personal chattels in consideration of a past debt. It contains a full and singular stock in-trade, furniture and household effects in or about the Shanghai Brewery aforesaid and which are in the possession of the said H. D. Patch. There is no schedule or inventory attached. This Bill is not being given as security for money is governed by the Bills of Sale Act 1878, which does not require an inventory, and in England it might in regard to this point of an inventory be a good bill. But in China the Order in Council of 1881 lays down in an imperative manner (see sec. 283) that every Bill of Sale must have annexed thereto and written thereunder an inventory of the chattels intended to be comprised therein, otherwise the bill is void in China as far as regards chattels omitted from the inventory. It was argued for the defendant that the statute must override the Order in Council and that no inventory being required in England there need be none here. With this I cannot agree. The Legislature makes known its commands to British subjects in China by Orders in Council issued by His Majesty under the authority of the Foreign Jurisdiction Acts. The order of 1881 lays down that the Court is to administer as far as circumstances admit the law for the time being in force in and for England, that is for my present purpose the Bill of Sale Act 1878 by which there need be no inventory; but the Order of 1881, enacts specifically that a bill of sale without an inventory is void. I think we must look first to the more particular and then to the more general command, that is to say that the law in China in regard to bills of sale is to be gathered first from the terms of the order of 1881 which deals specifically with that subject and then in addition thereto and so far as may not be inconsistent therewith, from the statute. This is therefore a bad bill. But Mr. Platt argues that even if the bill were void as against third parties it was not void as against the grantor or the administrator of the estate. Void means destitute of legal effect; if the Legislature had intended to except the grantor this would have been done explicitly as afterwards in the Bills of Sale Act of 1882 where in sec. 4 and 5 a bill is made void "except as against the grantor." The administrator has the same property in the personal effects as the deceased and the same power to bring actions to recover them. This bill of sale is therefore void as against the administrator. The effect of this judgment will be that the assets of the estate, which the defendant believed to be protected by this document, fell under the injunction of 28th September 1899. The plaintiff is to have his taxed costs. I have tried this case as Assistant Judge and a Acting Chief Justice in order to give the defendant the right of appeal to the Chief Justice on his return from vacation.

## A Just Sentence.

At the Mixed Court on Oct. 2nd, before Mr. S. F. Mayers (British Assessor) and Mr. Wang (Magistrate), the man charged on Friday was attempting to drown a little girl by holding her head downwards in a pool of water near the Mixed Court was again brought up. Mr. George of the Waterworks Company who was the means of obtaining the scoundrel's arrest said that the unfortunate child must have been held under at least three minutes before he was able to rescue her. Inspector Bourke informed the Court that in this particular pool there was at least ten feet of water. Prisoner, a callous looking wretched, was sentenced to receive 50 blows, a month's cage and be deported.

## The Opening of Taitienwan.

The official announcement of the opening of Taitienwan as a free port, under the new name of Dalny, has not attracted much attention in the Russian capital, and of the principal journals the *Vedomosti* alone has hitherto devoted an article to the subject. Prices of commodities in the port are expected to be lower than in the other ports, and the opinion that the step now taken will lend important aid to the accomplishment of the various objects with which the Great Siberian Railway and its associated enterprises have been initiated. The management of the Manchurian railways and of the new port being in the same hands—those of Chinese Eastern Railway Company—will make both for efficiency and for economy, while the opening of the port to the commerce of all nations alike should attract merchants and their capital from all parts of the world. Care must be taken to give an exclusively Russian character to the management, and the establishment of the Eastern Institute at Vladivostok, which is to be opened this autumn, and which will provide instruction in the languages and customs of the Eastern peoples, and in the principles of commercial and political science, will help towards the attainment of this end.

## Cricket.

ENGLAND v. SCOTLAND.

The annual cricket match between teams selected from England and Scotland which took place on the ground at the S.C.C. on Saturday afternoon resulted in a victory for England, a result mainly due to the excellent batting of Tyack whose 93 not out was a most capable exhibition of all round hitting. The Scotchmen fell to pieces before the bowling of Jackson and Mann but for the valuable assistance of Mr. "Extras" their total would have been badly whittled. The scores and analysis were as under:

ENGLAND.		SCOTLAND.	
W. H. Moule, c Hynd, b Carruthers ...	9	J. Mann, c Murray, b Carruthers ...	13
J. Mann, c Murray, b Carruthers ...	13	W. J. Tyack, not-out ...	93
R. C. Farbridge, b Wright ...	3	R. C. Farbridge, b Wright ...	3
W. H. Jackson, b Carruthers ...	4	W. H. Jackson, b Carruthers ...	4
G. F. Lanning, not-out ...	13	G. F. Lanning, not-out ...	13
Byes 10; b. 2; w. b. 1 ...	17		
A. P. Wood, N. J. Stabb, P. F. Lavers, and F. H. Sawyer, did not bat.			
SCOTLAND.			
E. O. Cunningham, b Mann ...	0	J. U. Buchanan, b Jackson ...	10
A. G. H. Carruthers, b Mann ...	0	A. M. Reith, b Mann ...	2
A. S. Brenner, b Mann ...	2	W. F. Bell, c Wood, b Jackson ...	0
H. O. Murray, b Jackson ...	0	R. R. Hynd, b Jackson ...	0
A. E. Stewart, not-out ...	16	W. J. G. Ross, b Lanning ...	6
R. J. L. Wright, b Farbridge, b Jackson ...	1	Byes 15; b. 2; w. b. 1 ...	17
	14		

BOWLING ANALYSIS.			
ENGLAND.			
Carruthers	Overs.	Mdn.	Runs.
21	7	49	3
29	4	45	1
5	2	13	0
9	1	17	1
7	2	23	0
3	0	17	0
1	0	0	0
SCOTLAND.			
Mann	Overs.	Mdn.	Runs.
13	8	20	4
13	4	15	5
1	0	2	1

## Shanghai Autumn Races.

The entries for the Autumn Race Meeting closed on Saturday, the result being as follows:

FIRST DAY.		1898.	1899.
1.—The Jockey Cup	15	15	
2.—The Criterion Stakes	21	15	
3.—The Maiden Stakes	42	37	
4.—The Malton Stakes	22	22	
5.—The Club Cup	15	15	
6.—The Lottery Stakes	20	23	
7.—The Autumn Cup	36	29	
8.—The Whangpoo Stakes	24	28	
9.—The Fah-Wah Cup	43	32	
SECOND DAY.			
1.—The Northern Cup	29	24	
2.—The Shanghai St. Ledger	39	35	
3.—The China Cup	32	34	
4.—The Pagoda Cup	38	31	
5.—The Shanghai Stakes	118	106	
6.—The Racing Stakes	32	24	
7.—The Llama Stakes	35	33	
8.—The Suiwai Cup	35	30	
THIRD DAY.			
1.—The Flyaway Plate	42	35	
2.—The Race Club Challenge Cup	23		
The Masonic Club Challenge Cup		25	
3.—The Cosmopolitan Cup	36	34	
4.—The Grand Stand Stakes	28	36	
5.—The Fair-Minded Cup	43	39	
6.—The Yenchu Stakes	38	30	
7.—The Consolation Cup	58	40	
8.—The Grand National Steeple-chase	55	64	
Total amount of entrance fees		5,000	
against last year		5,135	
and the preceding autumn		5,090	

## Tientsin Autumn Races.

The following is the programme of races to be held at Tientsin on Tuesday, Wednesday, and Thursday, 31st October, 1st and 2nd November:

FIRST DAY.	
I.—AUTUMN CUP, value Tails—; for China ponies; weight for inches as per scale; all griffins of this meeting allowed 5lb; entrance, Tails 5. One mile and a quarter.	
II.—MAIDEN PLATE, value Tails—; first pony, Tails—; second pony, Tails—; for China ponies that have never run before; weight for inches as per scale; entrance, Tails 5. Three quarters of a mile.	
III.—THE CHINA CUP, value Tails—; first pony, Tails 75; second pony, Tails 25; provided there are at least 5 starters; for China ponies; weight for inches as per scale; winners at this meeting to carry 7lbs. extra; entrance, Tails 5. Half a mile.	
IV.—NORTHERN CUP, value Tails—; first pony, Tails—; second pony, Tails—; for griffins of this meeting and non-winners at previous meeting; griffins to carry weight for inches as per scale; non-winners at previous meeting to carry 5lbs. extra; winner of Maiden Plate to carry 7lbs. extra; entrance, Tails 5. One mile and a half.	
V.—PEI-HO STATES, value Tails—; for China ponies; weight for inches as per scale; winners at this meeting to carry 8lbs. extra; entrance, Tails 5. Three quarters of a mile.	
VI.—THE CHINA CUP, for all China ponies; value, Tails—; added to a sweepstakes of Tails to each; forfeit Tails 5 if declared on or before the date of closing the entries for the Autumn Meeting, when the balance of Tails 5 is to be paid, and the name and colour of the pony declared; the stakes will be divided as follows:—First pony, 75%; second pony, 25%; weight for inches as per scale; winners (at any meeting), except griffins of this year, of a race of 15 miles or over to carry 5lbs. extra; non-winners allowed 5lbs; ponies that have never run before this meeting allowed 5lbs; no ponies qualified to run unless entered at the Autumn Meeting in an official race; entrance, Tails 5. One mile and a half.	
VII.—THE SUBSCRIPTION GRIFINS SWEEPSTAKES OF Tails 5 each; value, Tails 100; first pony, Tails 75; second pony, Tails 25; for subscription griffins only; weight for inches as per scale. Three quarters of a mile.	
SECOND DAY.	
I.—LOTTERY CUP, value Tails—; for China ponies; weight for inches as per scale; winners of one race to this meeting to carry 5lbs. extra; of more than one race, 8lbs. extra; entrance, Tails 5. Three quarters of a mile.	
II.—THE TIENTSIN ST. LEDGER, a sweepstakes of Tails to each, with Tails—added; for China ponies that have never run previous to the Spring Meeting of 1899; first pony to receive 70%; second pony, 20%; third pony, 10%; weight for inches as per scale; winners of one race to this meeting and/or Autumn Meetings to carry 5lbs. extra; two races, 8lbs. extra; three or more races, 7lbs. extra; entrance, Tails 10. One mile and three quarters.	
III.—LADIES' PURSE, presented to a sweepstakes of Tails 5 each; for China ponies, to be ridden by residents of Tientsin or Peking or by others approved of by the Stewards; no penalties; weight for inches as per scale; entrance, Tails 5. One mile and a quarter.	
IV.—CRITERION STAKES, a forced entry of Tails 5 each; added, for all griffins of this meeting (Optional for subscription griffins); first pony to receive 75%; weight for inches as per scale; entrance, Tails 5. One mile.	
V.—VISITORS' CUP, value Tails—; presented; first pony, Tails—; second pony, Tails—; for China ponies; weight for inches as per scale; winners of one race to this meeting to carry 5lbs. extra; of more than one race, 8lbs. extra; entrance, Tails 5. One mile and a quarter.	
VI.—THE TIENTSIN STAKES, value Tails 5 each; added, for all ponies, other than griffins, entered at this meeting; with Tails—added from the Race Fund; optional for all griffins entered at this meeting; all griffins, non-winners, allowed 5lbs; first pony to receive 75%; second pony, 25%; weight for inches as per scale; entrance Tails 5. One mile and three quarters.	
VII.—THE TAOTAI'S CUP, value \$100; presented by His Excellency the Taotai; for China ponies; weight for inches as per scale; winners of one race to this meeting to carry 7lbs. extra; of two or more, 10lbs. extra; entrance, Tails 5. One mile.	

VIII.—THE LLAMA MAU SWEEPSTAKES OF Tails 5 each; value Tails 100; first pony, Tails 75; second pony, Tails 25; for subscription griffins only; winners of one race to carry 7lbs. extra; of two or more, 10lbs. extra. One mile and a quarter.

## THIRD DAY.

I.—The GOMI SWEEPSTAKES OF Tails 5 each; value Tails 100; first pony, Tails 75; second pony, Tails 25; for subscription griffins only; winners of one race to carry 7lbs. extra; of two or more, 10lbs. extra. One mile and a quarter.

II.—A SWEEPSTAKES OF Tails to each, with Tails—added from the race fund; for China ponies; weight for inches as per scale; winners of one race to this meeting to carry 7lbs. extra; of two or more, 10lbs. extra; entrance Tails 10. One mile and a half.

III.—The MONGOL CUP, value Tails—; for China ponies that have never run before this meeting; weight for inches as per scale; winners of one race to carry 7lbs. extra; of two or more, 10lbs. extra; entrance Tails 5. Three quarters of a mile.

IV.—CUP, value Tails—; for China ponies; winners of one race at this meeting to carry 7lbs. extra; of more, 10lbs. extra; weight for inches as per scale; entrance Tails 5. One mile and a half.

V.—THE PLAYAWAY CUP, value Tails—; first pony Tails—; second pony, Tails—; for China ponies; weight for inches as per scale; winners of one race to carry 7lbs. extra; of two or more, 10lbs. extra; all griffins, non-winners, allowed 7lbs; entrance Tails 5. Seven furlongs.

VI.—CONSOLATION STAKES, value Tails—; first pony—; second pony—; for China ponies that have run at this meeting and not won a race; weight for inches as per scale; entrance Tails 5. One mile.

VII.—CHAMPION STAKES, value Tails—; a forced entry of 100; prizes won by winners at this meeting and open only to them; optional for the winner of the Consolation Stakes; first pony to receive Tails—; second pony, Tails—; weight for inches as per scale. One mile and a quarter.

VIII.—THE NIL DESPERANCIUM CUP, value Tails—; first pony, Tails—; second pony, Tails—; for all ponies that have run at this meeting and not won a race; weight for inches as per scale; all griffins allowed 7lbs; entries close at 3 p.m., on Thursday, November 2nd, 1899; entrance, Tails 5. One mile.

Entries close at 2 p.m., on Friday, 13th October. All Entries to be addressed to the Honorary Secretary.

E. JACOBSEN, Clerk of the Course.

## For Sale.

## FOR SALE.

HOTEL BUSINESS IN NORTHERN PORT, Long Lease at very Low Rental, Good paying concern. Owner obliged to return to England through ill-health. For further Particulars, apply in First Instance, by Letter to G.W.V., Office of this Paper, 14th September, 1899. [1772]

## Intimations.

THE NEW FRENCH REMEDY. THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Yelpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/9 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON &amp; Co., Limited, Hongkong, China and Manila. [96]

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Hongkong, 2nd May, 1899. [196a]

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIRLONG,"  
Captain Robson, will be despatched for the above Ports, TO-MORROW, the 7th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAIRRAK & Co., General Managers.  
Hongkong, 6th October, 1899. [1263a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"  
Captain Davies, will be despatched as above TO-MORROW, the 7th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, 3rd October, 1899. [1253a]

"BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship

"BENLARI,"  
Captain Kribble, will be despatched as above TO-MORROW, the 7th October.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 28th September, 1899. [1235a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"  
Captain Taylor, will be despatched for the above port, on MONDAY, the 9th instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.  
Hongkong, 5th October, 1899. [1270a]

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE New Steamship

"PING-SUEY,"  
Captain C. de La Perelle, will be despatched for the above port, on MONDAY, the 9th instant.

For Freight, apply to SHEWAN, TOMES & Co., Agents.  
Hongkong, 5th October, 1899. [1202a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"  
Captain Moore, will be despatched as above on MONDAY, the 9th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 4th October, 1899. [1269a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS,"  
Captain Gregory, will be despatched as above on TUESDAY, the 17th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 25th September, 1899. [1216a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at THOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"  
Captain Ellis, will be despatched as above on FRIDAY, the 20th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 4th October, 1899. [1265a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, FIUME AND TRIESTE.

(Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)

THE Company's Steamship

"MARIA VALERIE,"  
Captain A. Fellner, will be despatched as above on WEDNESDAY, the 11th instant, P.M.

Silk and Valuables are shipped on arrival at Bombay in an accelerated manner.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.  
Hongkong, 4th October, 1899. [1267a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARGYL,"  
will be despatched for the above port and will be followed by S.S. "JOHN SANDERSON" At Intervals S.S. "AFGHANISTAN" of 2 weeks.

For Freight, apply to DODWELL & CO., LIMITED, Agents.  
Hongkong, 7th September, 1899. [941a]

## Shipping.

## STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"  
Captain Palford, will be despatched on TUESDAY, the 31st October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 25th September, 1899. [1221a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OANFA,"  
J. A. Davies, Commander, will be despatched as above on or about the 5th November.

For Freight, &c., apply to HOLLIDAY, WISE & CO., Agents.  
Hongkong, 4th October 1899. [1268a]

## To be Let.

TO LET.  
OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (late the IMPERIAL BANK OF CHINA).

Apply to Comptroller Office, E. C. HOCHAPPEL, Hongkong, 23rd March, 1899. [308a]

TO LET.  
SEMI-DETACHED VILLA RESIDENCE on Bowen Road (now in course of erection).

PROPERTY lately occupied by the Bowington Saw Mills. GROUND FLOOR, 52, PEEL STREET. OFFICES—1st floor, No. 10, PRAYA CENTRAL. (Late occupied by Messrs. MELLERS & Co.)

"HARFORD," MAGAZINE GATE, No. 4, RIFON TERRACE.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 28th August, 1899. [12]

TO LET.  
ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

"H,"  
c/o of this Office.  
Hongkong, 17th May, 1899. [664a]

## Intimations.

CHS. J.



